

REPUBLICAN TICKET

FOR CONGRESSMAN
Joseph Howell
FOR SUPREME JUDGE
D. N. Stupp
FOR STATE SENATOR
George J. Kelly
FOR REPRESENTATIVES
Charles A. Ziemer
M. B. Richardson
William Allison
S. V. Grow
FOR COUNTY COMMISSIONERS
4 Years: Moroni Sken
2 Years: G. B. Madison
FOR COUNTY CLERK
Samuel G. Dye
FOR COUNTY RECORDER
Joseph B. Wallace
FOR COUNTY ATTORNEY
David Jensen
FOR COUNTY TREASURER
Alma D. Chambers
FOR COUNTY ASSESSOR
Thomas E. McKee
FOR COUNTY SHERIFF
E. E. Harrison
FOR COUNTY SURVEYOR
H. J. Craven
FOR CITY CONSTABLE
H. E. Steele

DEMOCRATIC TICKET

STATE
FOR CONGRESS
Ferdinand Erickson
FOR JUDGE OF THE SUPREME COURT
Charles C. Richards
LEGISLATIVE
FOR STATE SENATOR
F. Sam Brown
FOR REPRESENTATIVES
D. D. McKay
S. S. Smith
W. H. Tolhurst
A. E. Pratt
COUNTY
FOR COMMISSIONER
4-year term, W. J. Parker
FOR COMMISSIONER
2-year term, Levi J. Taylor
FOR CLERK
Henry C. Gwladam
FOR ATTORNEY
J. D. Sken
FOR TREASURER
Walter N. Farr
FOR SHERIFF
William H. Anderson
FOR RECORDER
Mathilda Peterson
FOR ASSESSOR
John B. Trimble
FOR SURVEYOR
Washington Jenkins
FOR CONSTABLE (OGDEN CITY)
Clem H. Martin

Demands of the Democratic Platform.
State wide prohibition of the liquor traffic. Initiative, referendum and recall. Direct primary for all nominations. Laws to stamp out political corruption. Election of senators by popular vote. Right relations between religion and politics. Tariff for revenue and not for graft. The stamping out of criminal trusts. Regulation by law of railroad rates. Strict economy in all public business. Legal recognition of the rights of labor.

DR. THOMPSON ON TRIAL FOR MURDER

SAN FRANCISCO, Oct. 28.—The taking of testimony was begun today in the trial of Dr. Robert Thompson, charged with the murder of Miss Eva Swan. Marie Schmidt, a nurse, related the details of the operation which resulted in the girl's death. She then told of having witnessed the placing of Miss Swan's body in a trunk in Thompson's office.

DUN'S STATEMENT.

NEW YORK, Oct. 28.—R. G. Dun & Co.'s Weekly Review of Trade tomorrow will say:

While the volume of business is still below productive capacity, it is noteworthy that the trade recession has been checked and a more optimistic view as to the future developed, based largely on the grain and cotton crops and the high values of farm products.

It is true that no marked advance has been made toward increased activity, but the mere stopping of a retrograde movement is a notable gain, and especially as the railroad rate controversy is still unsettled.

The trend of dry goods values continues upward about the high prices for raw material. The demand from distributors for spring has been fair but not active. Men's wear is showing improvement while dress goods rule quiet.

\$100 Reward \$100.

The readers of this paper will be pleased to learn that there is at least one cured disease that science has been unable to cure in all its pages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting on the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address, F. J. CHENEY & CO., Toledo, O.
Sold by Druggists, 75c.
Hall's Family Pills are the best.

GOV. STUBBS VIGOROUSLY OPPOSES INCREASED RATES

CHICAGO, Oct. 28.—Presentation of evidence by the shippers who are opposing the proposed advance in freight rates was concluded today before the interstate commerce commission with the testimony of Governor W. R. Stubbs of Kansas, who in characteristic manner declared his opposition to an increase in rates, and his belief as a practical builder of railroads that the valuations have been placed too high.

"I will put up a million-dollar bond," said the governor, "that I can construct a main line railroad in Kansas, an up-to-date line, too, for \$25,000 a mile, and make 10 per cent profit on the job."

The lowest estimate of railroad building offered by the railways more than doubled the governor's estimate.

Governor Stubbs was the principal witness for the shippers, who occupied only three days with their witnesses, while the railroads in previous hearings consumed more weeks than the shippers have days.

Tomorrow the railroads will introduce testimony to justify some of the evidence and statistics already in the case. It is expected the hearing will be completed tomorrow.

Governor Stubbs, time after time, jumped from the role of witness to that of cross-questioner and repeatedly turned on the railroad attorney with "Now, I want to ask you a question."

Governor Asks Questions.

At one point in the cross-examination by Attorney T. J. Norton of the Santa Fe, Governor Stubbs declared: "Now let me tell you something. There is not as much risk in building a railroad as in a good territory as in starting a bank. I don't think the railroads need preferential rates; they can make money as they are and they should be run on the same business basis as a bank."

Mr. Norton asked the witness if he knew of a washout which put the Salt Lake road out of business for a hundred days.

"Yes, I heard of it," was the governor's reply.

"I just called attention to it, on account of your comparison of the risk of railroads and banks," said Mr. Norton.

Gives Some Information.

"Well, let me give you some information right along that line about banks," interjected Governor Stubbs.

"I can tell you a story that will make your hair stand up."

Mr. Norton disclaimed any desire to have "his hair stand up" and Commissioner Lane, the top of whose head is smooth, said:

"Suppose you tell me that story, governor."

The story was lost in the laughter that followed.

"Don't you think, governor, was asked a question, that the Santa Fe road is entitled to the increased value of its properties in Kansas? You do not deny to the Kansas farmer the advance in the price of his land?"

Ripley Is a Fine Fellow, But—

"Yes," quickly rejoined Governor Stubbs, rising from his chair and emphasizing his words by pounding on the judge's bench, "but that land is worth more because of the honest labor of the men, women and children on every quarter section of Kansas land and the stock values of the railroad holdings have been juggled and inflated and I don't know how much water there is in it."

Governor Stubbs repeatedly referred to the position taken by President Ripley of the Santa Fe that market quotations of railroad stocks were a fair criterion of the property values.

"I think President Ripley is a mighty fine fellow," said the governor, "but I don't agree with him on that point. I want the railroads to give to the commission the actual cost of the roads and I want them to get a fair return on their investment."

Governor Grows Dramatic.

Later in the cross examination Governor Stubbs again stood up and punctuated his words with blows on the bench beside him, said:

"The railroads ought to be allowed to make five or six per cent on their actual investment and also lay aside a nice surplus for emergency use. But they ought not to invest this emergency surplus from time to time in permanent improvements and then add it to the capitalization. Every business man ought to have a surplus for a rainy day and the railroads should too."

Continuing on this line he said: "I don't think that \$25,000,000 is too great an amount for the Santa Fe as an emergency fund for a bad year or a washout. But keep that fund separate and don't capitalize it."

Must Stop Stock Juggling.

"Now, let me tell you," he added, "pleased to pay the railroads liberal returns in their actual investment. If you will only stop your stock juggling."

A question about the automobiles in Kansas caused the governor to throw his head and almost shout:

"I'll tell you why there are a lot of automobiles in Kansas. It is because we've got a prosperous, industrious people, fertile fields and have the stuff to buy them in spite of the high railroad rates."

In a lull in the cross-examination, Governor Stubbs leaned forward and said to the railroad attorney examining him:

"You've asked me a lot of questions. Now, let me ask you one. What was the basis of the Santa Fe issue of \$102,000,000 of stock in 1896 when the railroads were consolidated, was that actual valuation of the road?"

Worth of the Santa Fe.

Auditor Bailey of the Santa Fe sys-

tem answered that the stock was issued and exchanged for the old stock and bonds held by the stockholders of the road.

"What I want to find out," said Governor Stubbs, "is what was the road actually worth then?"

Mr. Bailey replied that the actual cost of the road was a matter impossible to determine, as the books of the constituent roads of the Santa Fe system did not go back of 1887, and the original cost of many of the properties could not be ascertained.

Comparing the estimate of \$25,000 a mile, given by Governor Stubbs with what the Santa Fe had expended in building what is known as the Belen cutoff in New Mexico from Mexico to the vicinity of Albuquerque, Attorney Norton gave the figures of the cutoff at \$41,000 a mile.

\$5,000 a mile for Grading.
Governor Stubbs insisted that the grading obstacles encountered in the New Mexican line was placed at \$11,250 while Governor Stubbs' estimate allowed \$5,000 a mile for grading.

Referring to the \$11,250 per mile New Mexico grading figures, Governor Stubbs exclaimed:

"I don't you to bring in your grading contracts. I shall buy you four suits of clothes if you don't show figures far below that estimate, and they'll be \$100 suits, each of them, too."

The commissioners directed the Santa Fe attorney to file a statement of the expense of building the New Mexican line and also to furnish similar figures for the construction of the Phoenix and Eastern branch of the road in Arizona.

Increase Wages Means Increase Rates.

"You have stated," continued Attorney Norton, "that you thought that the pay of some of the railroad men should be raised. If it is found necessary to increase the freight rates to give this increase in wages and also to pay a fair return on the railroad investment, are you opposed to an increase in the rates?"

"Not on your life" was the reply of the witness.

Questioned on his being summoned as a witness Governor Stubbs said he was glad of the opportunity to aid the investigation of the freight rates.

A telegram to Governor Stubbs from the shippers' attorney, John H. Atwood, telling him that the people of Kansas wanted him to testify was read and a laugh followed when the governor said:

"The only two people I talked to about coming to testify did not want me to come—they were my wife and daughter."

JOHNSTONE MAKES ANOTHER RECORD

NEW YORK, Oct. 28.—The crowd at Belmont Park today was all for Ralph Johnstone when, from Middle Island Village, he 55 miles off the coast, he brought back a new American record of 8,471 feet for altitude, the second he has added to the string in the international aviation meet.

But the interest of the aviators was centered on the action of the Aero Club of America, which after a midnight session chose Hamilton, Drexel and Brooks early this morning to defend the Gordon Bennett international speed trophy.

Audamars in Accident.
Audamars in a Demoiselle suffered the first accident of the tournament today, but came off with no hurt himself and only minor damages to his machine.

Just before the passenger-carrying cross country race was started at 4 o'clock this afternoon a note in the paling sky was seen far to the south-east.

It was Johnstone, reappearing just where he had vanished in yesterday's gale. He circled the field and settled in front of the judges' stand, while the grand stand waved, cheered and stamped.

Johnstone's Close Call.

"Tell you what, boys," Johnstone said when he landed, "it was just the mercy of Providence that saved my neck. When I thought I was within touching distance of the new world's record I kind of forgot all about the wind and began to reach out for more height. Then I suddenly said to myself, 'Young man, you better see how much gas you have got.'"

"It's the truth, I had just enough to turn over the two propellers. When I kept her nose up the juice ran down into the engine and she coughed. The minute I pointed down I lost my fuel and she began to miss."

It was just about like shooting

the chutes. First I had to take a header with the power off, and when the wind began to carry me out of control I would point up a bit, get a little headway, and level for a hundred yards and then dip again.

Scared After Trip.
"I was not much scared until I got down to earth and saw what a gale there was. Then I was frightened for fair. The only spot I could find to land in was a little patch not three times bigger across than the street of my wing from tip to tip."

While I was tossing pennies with myself the wind turned me clean around and landed me front end backwards, but that was just what saved me.

"If I had come down head first the wind would have picked me up, tipped me over and smashed me to pieces."

Select American Team.

What fluttered the hangars far more than a new record, or that Johnstone's narrative was the selection by the Aero Club of America of an American team to defend the Gordon Bennett international speed trophy. It had been intended to narrow the choice by elimination trials, but windy weather forbade, and when the limit named under the international rule for the try of a team approached it was necessary to substitute an election. Hamilton, with his 110 horse power Hamiltonian; Drexel, with 50 horse power Bleriot; and Brooks, in the new Wright racer, were named.

Defenders of the Cup.

Curtiss, who brought the cup to this country, thus has no part in defending it, and his new racer remained untried. It and other dark horses will have a chance to show what they can do in the speed trials, which carry prizes of \$3,000 for first place and \$1,000 for second place.

There was some chagrin over this outcome, but on the whole the American aviators acquiesced in the action of the aero club and took its decision as a necessity. The American substitutes are Mars of the Curtiss team, Moisan with a Bleriot, and Hoxsey of the Wright team.

The French Team.

The French team consists of Latham with a 100 horse power Antoinette, Leblanc with a 100 horse power Bleriot, Aubrun with a 50 horse power Bleriot, and Simon and Barrier, each with a 50 horse power Bleriot, for substitutes.

For Great Britain, Grahame-White with a 100 horse power Bleriot, Radley with a 50 horse power Bleriot, and the team with Ogilvie of the Wright company of Great Britain, and McArdle in a Bleriot as the substitutes against the high power foreign monoplane America has but one machine of equal power, Hamilton's 110 horse power biplane, but the new Wright racer has been clocked in exceptionally fast time, and so caught a judge as Radley thinks it ought to retain the cup by virtue of its superior steadiness in banking the curves.

There was no flight to the Statue of Liberty today because the wind was too high. Moisan and De Lesseps both tried, but neither finished. Moisan took up Fred Thompson, a theatrical manager, and left him four miles away in a cabbage patch. Thompson carried a gold elephant for a watch chain.

Wind Too Much for Butterfly.

"That elephant was too much for me," explained Moisan.

Count De Lesseps took up his brother and landed unhurt in Garden City. He had engine trouble.

Audemars, one of the two men in the world who dares to drive a tiny Demoiselle, took his butterfly out in too strong a wind and was capsized.

In attempting to land from a height of not more than ten feet he struck the earth with his front wheels, bounced into the air and ended by turning a somersault. For a moment the machine stood tall upmost on the tip of its nose and then turned slowly over on its back.

As the crowd jumped to its feet in horror Audemars leaped out unhurt. He broke the propeller of his machine, smashed the ribs of one wing and threw his engine out of true, but the repairs will not be expensive.

The Liberty flight is still open tomorrow and flights for the Gordon Bennett cup may begin at any time after 8:30.

First hourly distance, won by Latham (Antoinette), four laps; time 14 minutes, 25 seconds; second, Audemars (Demoiselle), three laps, two minutes, 24 seconds; third, De Lesseps (Bleriot), one lap, two minutes, 35 seconds.

Second hourly distance—Won by Latham (Antoinette), 12 laps, forty minutes, 54 seconds; penalized three laps for fouling pilot, no second or third.

First hourly altitude—Won by Hoxsey (Wright), 6,705 feet; second, Parmelee (Wright), 3,819 feet; no third.

Second hourly altitude—Won by Parmelee (Wright), 3,636 feet; second, Drexel (Bleriot), 3,249 feet; no third.

Yesterday's second hourly altitude—Won by Johnstone (Wright), 8,471 feet, new American record; second, Hoxsey (Wright), 6,907 feet; no third.

Totalization of duration for the day—Won by Hoxsey (Wright), one hour, 57 minutes, 32 seconds; second, Parmelee (Wright), one hour, 40 minutes, 25 seconds; third, Latham (Antoinette), one hour, 11 minutes, 6 seconds.

Grand totalization of distance for the meet (not including today). Grahame-White, 96 laps; Latham, 54; Aubrun, 47; Hoxsey, 39; Johnstone, 39; Drexel, 28; Moisan, 28; Mars, 12; McCurdy, 12; Leblanc, 3; Brooks, 3; Radley, 2.

Totalization of duration (not including today and not including yesterday's altitude flights by Hoxsey and Johnstone, which will probably be figured in the grand total for the meet at one hour each)—Grahame-White, 4 hours, 37 minutes, 58 seconds; Hoxsey, 4 hours, 31 minutes, 48 seconds; Johnstone, 3 hours, 47 minutes, 44 seconds; Latham, 2 hours, 59 minutes, 46 seconds; Moisan, 1 hour, 42 minutes, 10 seconds; Aubrun, 1 hour, 25 minutes, 11 seconds; Drexel, 1 hour, 22 minutes, 17 seconds; De Lesseps, 1 hour, 17 minutes, 18 seconds. All others under one hour.

Fastest four round flight (10 kilometres) of the meet, not including today—Aubrun (Bleriot), 5 minutes, 56 seconds; Drexel (Bleriot), 6 minutes, 56 seconds; Simon, 7 minutes, 23 seconds; McCurdy (Curtiss), 7 minutes, 49 seconds.

Standing of the prize winners: Hoxsey (Wright), first in hourly altitude, \$250; first in daily duration, \$500; second in second hourly altitude yesterday, \$100; total winnings yesterday and today, \$550, previous winnings, \$1,825; total winnings, \$2,375.

CROOKS AT THE MEET

They Rob One Woman of \$20,000 in Jewelry

New York, Oct. 29.—A squad of New York detectives was sent to Belmont Park today to scrutinize the aviation meet for the faces of some familiar crooks who are suspected of having designs for extensive operations among the fashionables gathered there. The presence of clever thieves was called suddenly to the attention of the authorities by the announcement today that \$20,000 worth of jewelry disappeared at the meet on Wednesday from the handbag of Mrs. George A. Huhn, Jr., wife of a well-known Broadway banker.

In offering a reward of \$500 for the recovery of the jewelry, Mrs. Huhn described the manner in which she lost it as follows:

"I was late in leaving my home and did not have time to put away a lot of jewelry which I had taken from a safe in order to pick out just what I wanted. It was such a nuisance to bother with the combination to replace the jewelry in the safe that I just wrapped them all in a handkerchief and put the handkerchief in my handbag."

"The presence of the jewels did not recur to me again until I was nearly to New York on my return. Then I looked down and found my handbag half open and the handkerchief containing the jewels gone. The contents of the handkerchief included a valuable ring-shaped brooch, with two pearl pendants, a \$3,000 pearl disk on a chain, four bracelets and some pins."

The New York detectives, who were at once put on the case, learned some time ago, they said, of the presence at the meet of a notorious handbag crook.

AUTOMOBILE GUARANTEE

One-year guarantee absolutely on the Studebaker E-M-F-30 and Flanders 20 automobiles. THE BROADEST Guarantee ever offered. READ IT, and then stop and figure what it means to you, considering that price of cars is only \$1,000.00 and \$700.00, respectively.

THIS IS TO CERTIFY that the E-M-F Company fully WARRANTS and GUARANTEES the automobile covered by this certificate FOR THE PERIOD OF ONE FULL YEAR from the date of the original sale by the dealer.

This Guaranty includes all material and all equipments (tires excepted) used in connection with the construction of such automobile.

If any part or parts of this car break or prove defective, within one year FROM ANY CAUSE WHATSOEVER, and the customer shall forthwith communicate the facts to the E-M-F company, or one of its authorized dealers, giving the number of the car, and the name of the dealer from whom the car was bought, and the date of purchase, and if it shall appear that such breakage was not in fact due to misuse, negligence, or accident, the E-M-F Company will furnish such new part either at a branch house, or its factory at Detroit, Michigan, FREE OF CHARGE TO THE OWNER.

This guaranty does not apply directly or indirectly to consequential damages of any nature whatsoever, or to the replacement of tires, which are guaranteed by the manufacturers thereof.

The Agent's Agreement.
NOW THEREFORE the Dealer agrees that in consideration of the Manufacturer's furnishing free of charge under the terms of such guaranty, such new parts as may be required to make replacement on the cars of customers within his territory, that he will pay the transportation charges on all such parts so furnished from the place of business of the Distributor or Branch House to the place of delivery to the customer entitled to receive the same, and also at the option of the manufacturer return to it such so-called broken or defective parts replaced, on which the Manufacturer agrees to pay the return transportation charges. Such parts replaced by the dealer and claimed to be defective or broken shall be subject to the inspection and approval of the Manufacturer.

Call and see the cars with a Broad Guarantee. THE BECRAFT AUTOMOBILE CO., 2440-2444 Grant Ave., Ogden, Utah, Distributors.

TWO MURDERERS PAY PENALTY FOR CRIME

SACRAMENTO, Cal., Oct. 28.—As he comes the Indian nation, Wilbur Benjamin, the murderer of little Violet Gilmer, met death on the gallows at Folsom prison today as stoically as he faced his accusers at his trial and heard the fatal words of the justice who sentenced him to be hanged for a crime.

Benjamin smoked while Warden Kelly read the death warrant to him. At 10:15 a. m. he walked up to the steps of the gallows frame without a falter. Regarding his crime he had nothing to say.

Taylor Hanged at Lincoln.
LINCOLN, Neb., Oct. 28.—Bert M. Taylor of Minden was hanged at the state prison this afternoon.

The crime for which he was executed was the murder of his sister-in-law, Pearl Taylor, 19 years of age, a sister of his dead wife, in the town of Minden.

On the night of April 27, 1908, while Pearl Taylor, a younger sister, and Taylor were the only occupants of the house, Taylor assaulted Pearl and because of her refusal to promise silence, it is alleged, beat her so brutally that she died several days later.

Caught After Long Chase.
The young sister, it is claimed, was also abused. Taylor fled and was followed through Kansas, where the trace of him was lost. Eight months later he was apprehended in California, admitted his identity and was brought back to Nebraska.

Taylor has continually proclaimed his innocence, and has told a rambling story of another man, a stranger to himself, who committed the crime and whose apprehension he sought himself when he fled to California. He still protested his innocence on the gallows.

Root Praises President Taft.
NEW YORK, Oct. 28.—"If Mr. Taft continues to make as good a president as he is making now he will be the natural and inevitable candidate of his party in 1912, unless one thing happens—that the people of the United States shall repudiate the administration of Mr. Taft by such a crushing and overwhelming defeat of his party that it will be apparent that Mr. Taft cannot be re-elected."

This was the statement made tonight by United States Senator Elihu Root in a speech at Manhattan Casino.

Mr. Root addressed himself particularly to those Republicans who may stand willing to vote against the Republican gubernatorial candidate for the sake of rebuking Theodore Roosevelt. In fact, he said, a Democratic victory in New York would more likely turn the next national convention away from a national administration which could not hold its party together and toward Mr. Roosevelt "or to one of the far more radical new leaders looming up on the political horizon in the middle west."

Contrary to some expectations, Senator Root brought no direct pledge from Colonel Roosevelt regarding his attitude toward the nomination in 1912.

"A good many Republicans this time," said Senator Root, "seem disposed to ignore all the grave and substantial issues which are before the people of this state and to vote at the coming election upon an issue whatever, but simply as an expression of feeling against Mr. Roosevelt, whose courage regarding national affairs they disapprove for one reason or another, and whom they desire to punish by defeating the party to which they belong, in which they believe and which they have long loyally supported, because he holds a distinguished and potent place in the councils and activities of the party."

"Wherever a man declares he will vote against the Republican ticket because he does not like Roosevelt, there will be others who will vote for the ticket because they like Roosevelt, and because they feel that with his tremendous force and courage and ability he has done a noble and much needed work for honesty, purity, equality and freedom in the political life of our country. My guess would be that the issue in this state would be whether Mr. Roosevelt had reflected credit and honor to the Republican party, in our state and in our country, or the contrary, there would be a very large majority in the affirmative."

It is said that we must consider now the nomination for the presidency in 1912. Mr. Taft is president of the United States; a Republican president, a strong, wise, considerate and fearless man. He has the qualities which make a man great in the estimation of thoughtful people and lying back of all the clamor and excitement of our political life, the American people are a thoughtful people. He has grown and is growing and will continue to grow in public esteem.

"If he continues to make as good a president as he is making now he will be the natural and inevitable candidate of his party in 1912, unless one thing shall happen—that the people of the United States shall repudiate the administration of Mr. Taft by such a crushing and overwhelming defeat of his party that it will be apparent that Mr. Taft cannot be re-elected. The Democratic party cannot bring about such a result, but the Republicans can by their adverse votes."

"After election people do not scrutinize the multitude of reasons which may have contributed to the result. They only see the general result, and if it should happen that the administration cannot hold its own party together the national convention would be quite likely to look for a Moses to lead them out of the wilderness, and they might go to Mr. Roosevelt or they might go to one of the far more radical leaders who are now looming up on the political horizon in the north and middle west."

"Now, my friends, make no mistake. So far as this election in the state of New York bears a relation to national affairs, Republican votes for the Republican ticket strengthen the administration in the party, and Republican votes against the ticket tend to weaken and break down the administration."

"No one knows this better than Mr. Roosevelt. No one knows better than he that the strenuous efforts he is making in behalf of the Republican candidates, not merely in New York, but in a dozen other states, are serving to aid the Taft administration and tend toward the re-nomination of Taft in 1912."

"It is said that to have Simon in the governor's chair would promote Roosevelt's political fortunes. The people who say this do not mean what is undoubtedly true, that Simon would be such a governor as to reflect credit on every one who has supported him."

"No man can use him and no man can make a stepping stone of him. He is big and strong a man at 43 as Taft or Roosevelt was at that age. He runs in that class. He is of the quality of which great public

nothing to say.

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